

CORNELLUSKER CAP NEWS

Vol. 1, No. 2

Official Publication of the Nebraska Wing—CIVIL AIR PATROL

September, 1942

Lt. Wm. A. Fraser, Jr. On Sub Patrol

Lt. William A. Fraser, Jr., is now carrying the banner for the Nebraska Wing on active duty at one of the Coastal Patrol bases. Fraser took his own Stinson Voyager and was glad he did so, for he reported that unless he had his own ship, he wouldn't stand much chance of getting signed on at that particular base.



Lt. William A. Fraser, Jr.

Lt. Fraser has just been appointed to the Wing Staff as Engineering Officer and was previously Operations Officer for Group 761. When "on the job" in Omaha, he is with the engineering department of the Union Pacific.

Lt. Fraser reports that the experimentation with the flotation gear, an accessory which keeps the plane afloat in case of a forced landing, which he and Oscar Cooke have been working on, is causing quite a lot of comment both pro and con.

A great amount of time and effort that Lt. Fraser put in to get ready for active duty were well repaid when he got down here and found himself qualified for immediate service. One other report from Bill indicated that he had had a little too much southern sunshine.

Detail, 'Tenshun!

To All Members of the Nebraska Wing:

On another page of this issue you will find the names of more than 50 of our members who have joined the nation's armed services. That's fine—we're all proud of them—and we trust that they will make better soldiers or sailors for their CAP experience.

But at the same time it means that we must be active in filling the gaps in our own ranks.

The Wing Commander asks that each member set for himself a goal of one new recruit during the coming month. Select individuals of high caliber—then tell them what CAP can do for them—and what they can do for civilian defense. With this issue of the news, you will receive two copies of a pamphlet about the CAP. Put them to work!

FIVE OFFICERS NAMED TO WING STAFF

Appointment of five new officers to the Wing staff, and elimination of the sole remaining Group staff in Nebraska marked the principal developments at Wing headquarters during the past month.

On September 1, A. R. "Barney" Burnham, one of the most popular figures at the Omaha airport, resigned as commander of Group No. 761, explaining that, in common with many operators, the heavy CPTP schedule carried by his firm requires all of his time and energy.

Acting Wing Commander Sidles then concluded that, since the Wing headquarters now is at Omaha, there probably would be less need for a Group staff here in the future, and appointed several members of the Group staff to Wing positions. The Wing appointments:

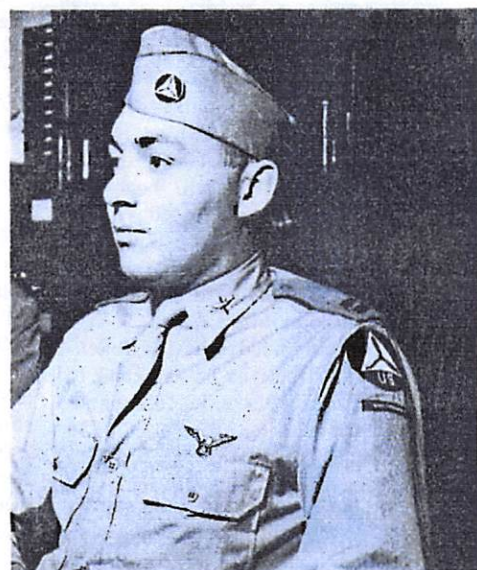
Operations officer—Victor M. Schroeder, formerly Group Intelligence Officer; Training Officer—G. Crawford Follmer, formerly Group Training Officer; Engineering Officer—W. A. Fraser, Jr., formerly Group Operation Officer; Transportation Officer—Earle C. Reynolds, formerly Group Transportation Officer; Liaison Officer—Gould Dietz, formerly Group Liaison Officer.

All Wing officers are now Omahans. The reason why he feels that this should be the case is explained by the Wing Commander in a statement on Page 2.

Ireland Is Summoned To Active Duty

The Army Air Corps has called George W. Ireland, Executive Officer, back to active service—and Wing No. 76 has lost one of its best-liked staff members.

Since January of this year Ireland has been CAA inspector in Nebraska, with headquarters in Lincoln. He was Acting Commander of the Wing between the time that Commander I. V. Packard left for active



George W. Ireland

duty in the army, and Harry B. Sidles was selected as Packard's successor.

A native of Cincinnati, Ireland took up flying in 1935. For a time he was employed by the Aeronca Flying Service, and later he became a test pilot for the Aeronautical Corporation of America. He joined the army air corps in January of 1939. After receiving training at Randolph and Kelly fields, he was sent to Langley field and assigned to a reconnaissance squadron which shortly thereafter was sent to Miami to serve with the coastal patrol. He left the Army to accept a position with the CAA. His first job was in Iowa, with headquarters at Des Moines.

The army ordered him to report to Wright field September 15. Mrs. Ireland and their child accompanied him there.

(Continued on Page 2)

CORNHUSKER CAP NEWS

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Wing Staff

Commanding Officer Harry B. Sidles
Adjutant Dorothy G. Orr
Operations Officer Vic M. Schroeder
Training Officer G. Crawford Follmer
Intelligence Officer Lawrence Youngman
Supply Officer Rudy Mueller
Transportation Officer Earle C. Reynolds
Communications Officer Harry Burke
Engineering Officer William A. Fraser, Jr.
Liaison Officer Gould Dietz

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Intelligence Officer for Group No. 761

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Our New Operations Officer Sez:

From now on all courses required in CAP Training Directives will be outlined in detail so additional text material will not be necessary. Enough outlines will be available to each member may have a copy.

Wing Headquarters will supply Squadron Commanders with these outlines as they are completed; the first ones due to be released before the end of this month.

It has been recommended that the teaching of all Training Directives be assigned to the various Squadron officers, as follows:

Squadron Commander.....Nos. 13, 18, 19
Executive Officer.....Nos. 9, 10, 11
Adjutant.....Nos. 12, 15, 20, 29
Intelligence Officer.....Nos. 3, 14, 21, 24
Operations Officer.....Nos. 17, 23, 25, 26
Training Officer.....Nos. 1, 2, 5, 7
Supply Officer.....Nos. 27, 28
Transportation Officer.....Nos. 8, 16
Communications Officer.....No. 22
Personnel & Medical Officer.....Nos. 4, 6, 30

Training Directives No. 13 and No. 15 will be supplemented with a course in Civil Air Regulations and Aerodynamics to aid student pilots in qualifying for written CAA examinations for Pilot Licenses.

NO. 761-2 GOES FANCY

The Cornhusker CAP News doffs its editorial bonnet to the new name and heading on the weekly bulletin of Squadron No. 761-2, Omaha. Designed by Operations Officer Carl Lang, it is reproduced here:

CIVIL AIR PATROL
761-2

the
Prop
CIVIL AIR PATROL



Statement From Our Wing Commander

No doubt there will be some surprise over the announcement that the Wing Staff now consists entirely of Omahans.

In peacetime such a procedure would give rise to bitter criticism—and properly so. But these are war times, and they call for different procedure in many ways. I believe that careful consideration will lead to the conclusion that the decision was for the best interests of the entire wing.

Most members will agree, I think, that the reason our organization faltered and stumbled in the past was that the Wing Staff was not giving it the leadership it deserved. That was no one's fault, but was due largely to the inconvenience of getting the staff members for frequent meetings. If it was difficult to hold staff meetings then, think how much more difficult it would be in the future, under gasoline rationing and transportation restrictions, if the wing members had to travel from distant communities for staff meetings.

It is my sincere conviction that the entire wing can best be served by a group of officers—their interest and earnestness already proven—living in the same town, so that they can give the various squadrons service and guidance and co-operation. Politics and sectionalism must be out for the duration. What we must have is an organization that will go places, and do its best to be prepared for whatever comes.

Harry B. Sidles, Captain, CAP
Acting Wing Commander

COOKE RETURNS HOME

After 30 days on active duty with the coastal patrol, Oscar O. Cooke has returned to Omaha. He reports that a great many of the CAP fliers sign on for the duration and he himself would like to have stayed on longer.

"I never thought a landlubber like myself would feel so at home in a little plane, out of sight of land, and circling around 200 or 300 feet above the water," he said. "Even when the motor gets a cough in her throat you just pull out the altitude adjustment until she clears her throat, and you think little about it."

"I'm convinced that the submarine patrol is doing an excellent job", Cooke said, "and the men who are flying for the Civil Air Patrol command the respect of both the Army and Navy. There was certainly a grand bunch of fellows at my base."

IRELAND IS SUMMONED TO ACTIVE DUTY

(Continued from Page 1)

As CAA inspector, Ireland naturally had a wide acquaintanceship with the flying fraternity in Nebraska. "There's a fine bunch out here," he said. "I hate to leave the state. I have enjoyed the people, and have come to like the climate. And I will miss Nebraska's famous steaks. Hope I can come back here after it's over."

OUR NATIONAL COMMANDER WRITES

"Your new publication, the 'Cornhusker,' is an outstanding job on which your Wing staff is to be congratulated. Please extend my personal appreciation to the sponsors including yourself, who have made this wide-awake bulletin possible."—Earle L. Johnson, National Commander.

Four New Wing Officers

G. Crawford Follmer



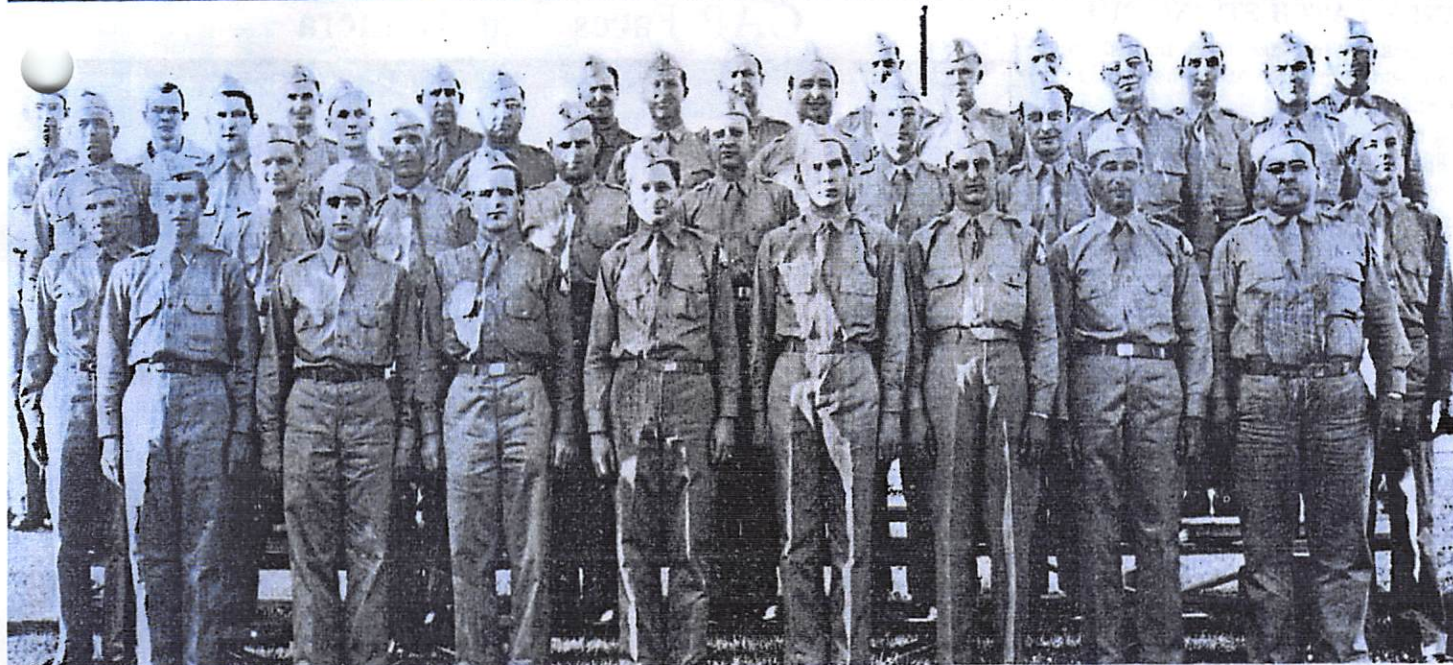
Vic M. Schroeder



Earle C. Reynolds



Gould Dietz



Pictured above are members of Grand Island's up-and-at-em squadron. Front row, left to right: Gale D. Schmidt, Keith Green, Robert Myer, J. W. Micek, William Thute, Wendell Keller, Otho W. Means, engineering officer; B. L. Thompson. Second row: George Bartenbach, Chris H. Gjerloff, Frank Ollivier, Hugo E. Windolph, Edward P. Matke, James G. Myers, Art Omssen, Boyd Ferguson. Third row: Charles F. Larsen, squadron commander; Edward J. Jevrivy, Erwin Kokdra, training officer; C. J. McIntosh, transportation officer; Jerald R. Murphy, operations officer; Joe Kay, Harold J. Norgaard, Merrill R. Impecover, Lawrence L. Kelso, photographic officer. Fourth row: Paul F. Shanks, Glen Crook, Elmer C. Lykke, J. H. Smith, Ray D. Chamberlain, intelligence and public relations officer; J. Holmes, squadron adjutant; Paul G. Gordon, equipment and supply officer; Theo P. Steinkamp, Rex Lathen and V. J. Barton.

Salute Grand Island for Training Program

One of the most active units in the Nebraska CAP is the Grand Island squadron, 763-1. Members of the CAP have been meeting twice a week for the last six months and have made unusual progress. In addition to their ground work the members go in the air either as pilots or observers at least once a week.

For its training program, the Grand Island Squadron rates a special salute—it has completed all training directives from 1 to 10—and advanced training classes are under way.

Sustained interest in the Squadron's activities has been most gratifying. Real effort has been put forth by members in studying the prescribed courses, and passing the examinations.

In addition to arduous class room work, the group has devoted many hours to regulation drill. The Grand Island Squadron has been particularly fortunate in getting regular army commissioned officers from the local Ordnance Plant to supervise the military drill.

The Third City Squadron 763-1 is under the direction of Commander C. F. Larsen.

Active pilots include: Amos Bankson, V. Barton, Stover Deats, John Knoll, C. F. Larsen, C. J. McIntosh, Ellis Shephard, James H. Smith, B. L. Thompson, C. E. Watts, A. J. Bierman and T. E. Ross.



These attractive feminine members of the Grand Island Civil Air Patrol are under the direction of Bette Larsen, daughter of Squadron Commander, C. F. Larsen. Members from left to right. Front Row: Jeanne Williamson, Betty Johnson, Bette Larsen, Mary Keister. Back row: Hilde Thute, Mrs. James Smith, Evelyn Thompson and Mrs. C. F. Larsen

In addition to those pictured on this page, the Grand Island Squadron lists the following members: Albert D. Anderstrom, Kenneth A. Carver, Elizabeth L. Green, Harold F. Hess, Don D. Keister, Frank James Knotek, Frank E. Landis, Dr. Kenneth F. McDermott, Robert W. Meyer, George Geise, Wendell Keller, Erwin Kokdra, Louis Mattea, Otho Means, James Minor, Don McGearry, Dorcas Stearns, Tom Williamson, and Agnes Hegge.

FAIRGOERS LEARN OF CAP

The Nebraska Wing maintained a booth at the Nebraska state fair, at Lincoln, during the week of September 6. It included a CAP display, and pamphlets on the organization were handed out. The booth was arranged by Wing Adjutant Dorothy Orr and Bill Brown, Executive Officer of Lincoln Squadron. Members of the Lincoln Squadron were on duty at the booth during the fair.

KEARNEY LATCH STRING OUT

The Nebraska Wing has been invited to hold a state-wide jamboree at the new Kearney airport.

Wallace Thornton, secretary of the Kearney Chamber of Commerce, extended the invitation to Wing Commander Sidles at the time of the airport dedication, and confirmed it in a letter today. Thornton said: "We trust that we may have the privilege of having the officers and members of the patrol with us at some convenient time when you have occasion to call them together. With Kearney's facilities, and our central location, we believe that Kearney is a point where you could call the group together on short notice. . . . We assure you of our fullest cooperation in any plans you may have."

SIDLES REPRESENTS WING

Acting Wing Commander Sidles has represented the Nebraska CAP at two important events recently.

He was one of the speakers when the new Kearney Airport was dedicated on August 23, with several thousand persons present.

On September 8 the Omaha Chamber of Commerce held a public affairs luncheon in honor of James M. Landis, national director of the Office of Civilian Defense, and Sidles sat at the speakers' table. His uniform added that certain-something to the event.

(Dean) LANDIS LAUDS THE CAP

In Omaha last week, Dean James M. Landis, national director of the OCD, had high praise for the CAP.

"It's doing a top-notch job," he told a member of the Nebraska wing staff. "On the coastal patrol, its members are flying a tremendous number of miles each week."

"Both the army and navy are ready to go to bat for it."

The CAP is one of the four principal divisions of the OCD.

CHAMBERLAIN TO ARMY

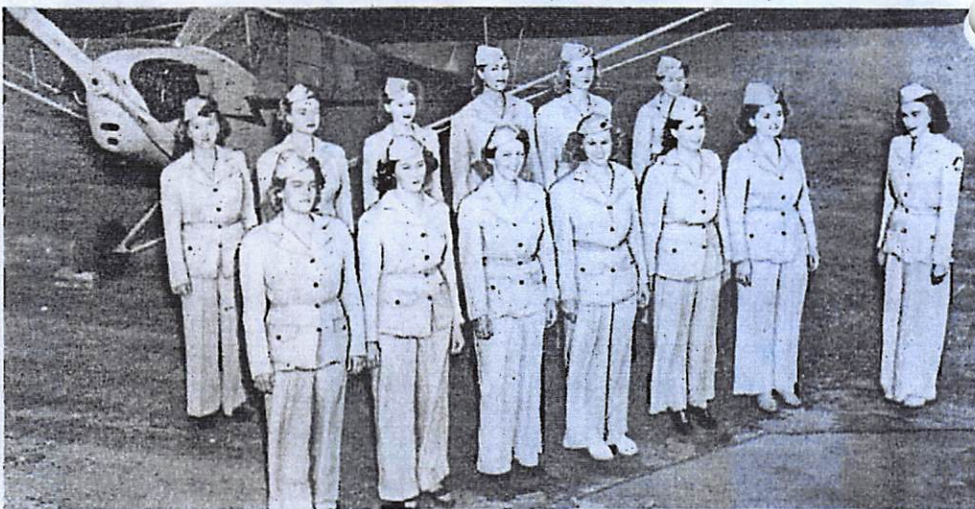
Among the most recent of Nebraska CAP members to receive commissions in the air corps is Ray D. Chamberlain, to whom the Cornhusker CAP News is grateful for the feature material on this page. Chamberlain, who has been with the advertising department of the Grand Island Independent, served as Intelligence Officer for the Squadron.

NEW SCOTTSBLUFF APPOINTEES

Adjutant P. W. Snyder of Squadron No. 765-1, Scottsbluff, has reported to headquarters the appointment of the following staff officers:

Intelligence Officer — Byron J. Joachim; Personnel Officer—Hubert E. Hood; Ground Training Officer—George W. Garber; Supply Officer—Scharrell T. Redmond.

CAP Faces The Camera



Front row, left to right: Miss Marjorie Smith, Mrs. Ed Riss, Mrs. Dorothy Moore, Margaret Broderick, Velva Sorensen and Mary Beecham.

Back row, left to right: Miss Madeline Kranda, Mrs. John C. Tanney, Mrs. Claude H. Gesman, Mrs. Irene Adamson, Genevieve Scott and Beatrice Mack. Dorothy Broadfield is at the extreme right.



Who looks more business-like than the members of the Omaha squadron when they get to work on their communications course? Here they are pictured in a classroom at the Electronic Radio-Television Institute, 2055 Harney street. Facilities and teaching personnel of the institute have generously been placed at disposal of the Omaha squadrons by George Risk, head of the firm. (Could the photographer help it if three members of the wing staff crowded into the front of the picture.) Left to right, in the immediate foreground, are Wing Training Officer Follmer, Wing Transportation Officer Reynolds and Wing Supply Officer Mueller.

IN APPRECIATION

This issue of the Cornhusker CAP News is made possible through the sponsorship of the following:

Frye Aircraft & Aeromotive Supply Co., Omaha, Nebr.

Electronic Radio-Television Institute, Omaha, Nebr.

Epsen Lithographing Co., Omaha, Nebr.

L. L. Coryell & Son, Lincoln, Nebr.

Earle C. Reynolds, Wing Transportation Officer

CAP IS GOOD 'COPY' Nebraska CAP units have been featured in two recent issues of the Sunday World-Herald at Omaha. Two weeks ago the feminine members of Squadron 761-2, Omaha, had most of the front page of the society section. On September 6, Squadron 765-1, Scottsbluff, had a full page in the World-Herald Magazine. Members elsewhere are still wondering why Officer Elmer Owen calls himself "General Whooping Cough". A title like that should have a good reason.

URGENT! URGENT! More news from the various Squadrons is needed for the bulletin. The Intelligence Officers are responsible for supplying it. If the activities of your Squadron are not reported in this issue, ask your Intelligence Officer why not.

WANTED AT ONCE Guards are badly needed for Coastal Patrol duty and Nebraska has been asked to furnish nine for one of the bases. The only qualification necessary is membership in the Civil Air Patrol. Necessary equipment is a double barreled or pump shotgun, whistle, and flashlight. The reimbursement rate is five dollars a day. If you are interested, application blanks may be secured through your Squadron Commander.

HONOR ROLL Below is a partial list of Wing No. 76 members who have joined the armed services:

Wing Staff

I. V. Packard
Geo. W. Ireland

Omaha 761-1 & 761-2

Roger E. Aulabaugh
Ralph R. Barnes
Lee Forrest Blodgett
H. P. Christensen
Harvey John Claussen
Joseph E. Cosgrove
Rubert J. Crooks
Arthur C. Danner
Edw. A. Feer
Wilbur M. Fullaway
Andrew J. Gommer
Clark S. Haas
Lee Huff, Jr.
Robert McC. Kistler
Joseph B. Lambert
Wm. Elbert Mekeel, Jr.
Dr. Paul S. Read
Thos. Edw. Riss

Fremont 761-5

Frank J. Cook
Arthur W. Haven
Dr. H. H. Morrow

Lincoln 762-1

Charles H. Anderson
Harold S. Colpitts
John E. Cragen
Kenneth E. Harman
Raymond W. Hedges
Wm. E. Johnson
Frederick Katz
Paul P. McLaughlin
Stanley R. Prince
James S. Shappell
H. K. Watson
E. P. Whitaker
Major Alva N. White

Crete 762-3

Jerry J. Brown
Royal C. Busch
Philip K. Collett
Harry A. Detwiler
Leonard K. Gibbs
Lyle D. Knoll
Charles E. McMunn
Robert F. Reitfors
Myron C. Taylor
Wm. C. Tobiska

Grand Island 763-1

Wm. Chas. Ballinger
James G. Johnson
Edw. J. Nevriy
Thomas Dee Pace
Richard H. Palmer
Leroy H. Schwartz
Gale D. Schmidt
Earle W. Schweiger
Wm. Thute
John Wagoner
W. W. Williams, Jr.
Hugo E. Windolph
Ray H. Woods
R. D. Chamberlain

Hastings 763-2

Dr. D. W. Kingsley

Scottsbluff 765-1

Edw. Fay Clark
H. J. Dollinger

Valley 761-5

Kent C. Thompson

PLANES DONATED: Service clubs in Dallas, Texas have been raising funds to donate equipment for CAP Coastal Patrol. One plane has been purchased and more money is in the pot for another soon.

INSURANCE: The master contract with the underwriters for liability insurance on CAP missions expired on Sept. 2. A new plan is now in effect. This coverage, as in the case of accident and crash insurance, will be paid for on an hourly basis for the time the plane covered is actually in flight. The rate for liability insurance is now 10¢ per airplane hour, for courier and miscellaneous service.

CONTACTS WITH THE ARMY In line with previous notice on this subject, members are advised that the initiation of contacts with Army officers to interest them in the availability of CAP services is not the approved procedure.

INLAND MISSIONS Up to now, the stress has been pretty much on coastal patrol duty but now the Patrol is entering a new phase in which attention is focused upon inland operations. This work includes such missions as courier service for the armed forces, official agencies, and war industries; flights to help ground force training by target towing, tracking, searchlight drill, tests of the spotter system, mock air raids, and simulated strafing of troops; reconnaissance observation, and inspection flights; and area patrol to protect forests, pipe lines, and war facilities.

COURIER SERVICE The Pennsylvania Wing has established a courier station at York with five planes and pilots standing by to carry key personnel and light cargo to and from the city as a service to the war production plants of this area. Capt. John R. Burlough, of Scranton, Wing Transportation Officer, is in charge of the station. Here is one example of how this station is saving war industries precious time. A truck load of castings on the way from the South was delayed in transit. The truck was intercepted in Virginia by a CAP plane and the 700-pound load flown in, saving two full work days.

WING MANEUVER In the first maneuver of the Indiana Wing, 144 planes and 447 members participated, with 24 autos and 8 trucks. The Wing was divided for intermediate rendezvous at 10 separate points and with 3 destinations designated as final rendezvous. Careful plans were made for housing, feeding, fueling, first aid, and many other details so that the whole show went like clockwork.

MEMBERSHIP GAINS In the month of August, 2,730 membership applications were received at National Headquarters. The total to August 31 is 58,554. Allowing for those who have gone into the armed services and other branches of aviation, it is believed that the net gain in membership is several hundred per month.

OFFICER APPOINTMENTS: Applications for the appointment of CAP officers are now being received and formal appointments are being issued as fast as they can be prepared. Appointments are also issued for Flight Officers, non-commissioned officers, and privates who have completed their 81 hours of basic training and are so certified on a new form which will come to the Wing Headquarters.

BOND CAMPAIGNS Many a CAP plane is flying these days to keep the public reminded of the home front aid that everyone can render to the men who are piloting big planes over the battle lines. Defense officials find the CAP comes out when called.